

BookletChart™

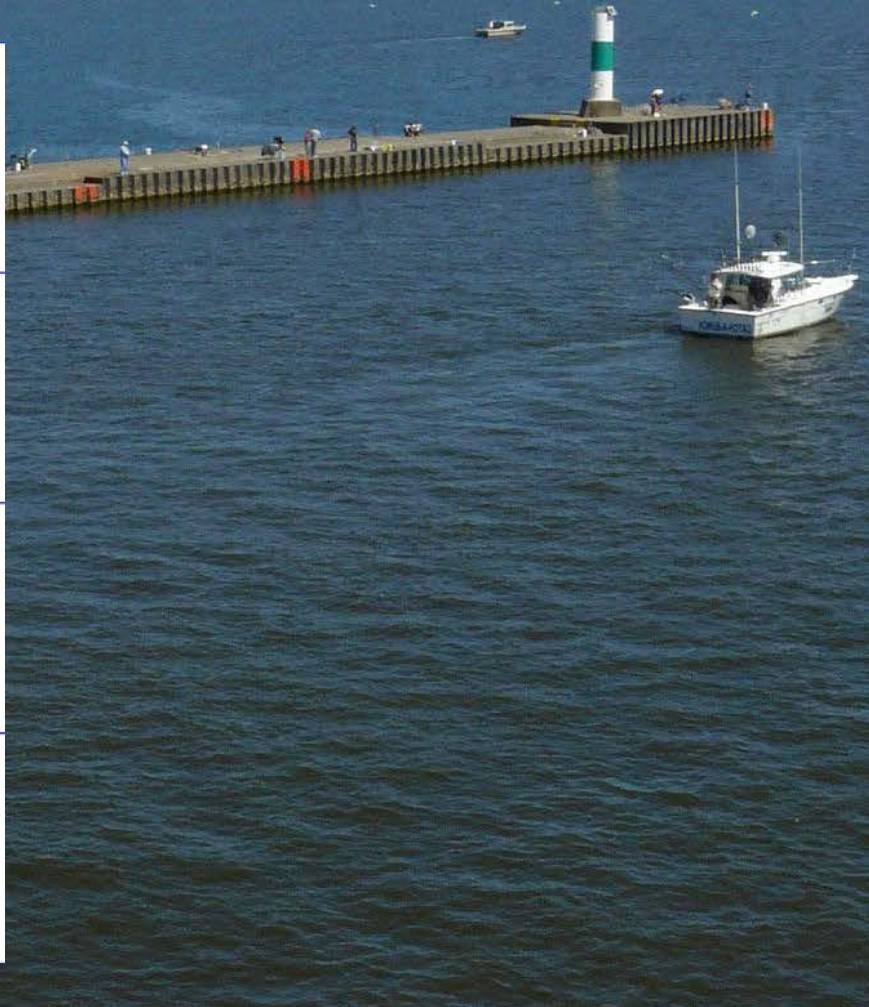
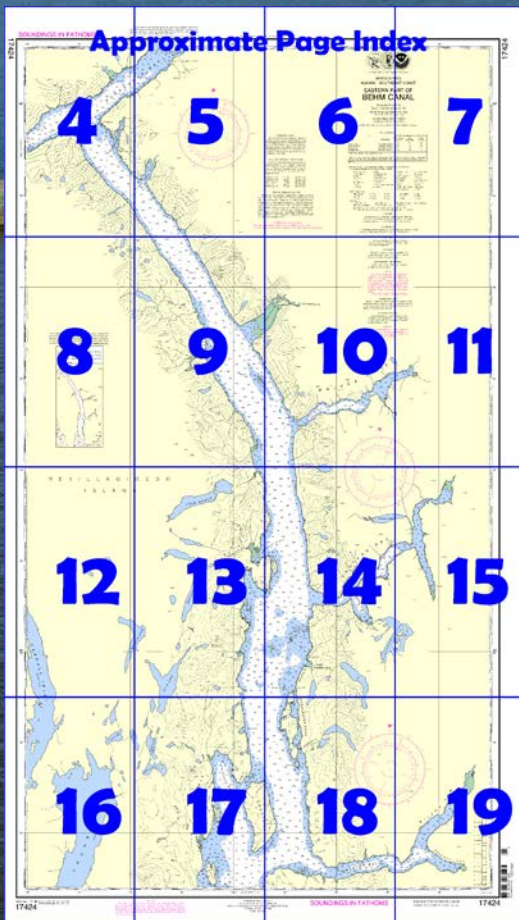


Behm Canal – Eastern Part **NOAA Chart 17424**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17424>.



(Selected Excerpts from Coast Pilot)

Smeaton Bay enters Behm Canal from E 10 miles above Point Sykes (chart 17434) and E of the S end of Smeaton Island. On the S side of the entrance to the bay, between **Carp Island** and **Short Point**, a vessel can lie in summer in 19 fathoms, hard bottom, protected from the summer winds. Small vessels may find shelter close to Short Point in 5 to 10 fathoms. Numerous shoals and rocks are close to Carp Island; foul ground extends about 0.3

mile from the NW side of the island. Another deep-draft anchorage may be found on the S side of the bay near the entrance to a small inlet 0.6 mile E of Short Point in 20 to 30 fathoms, hard bottom.

Seven miles from the entrance, the bay divides into **Wilson Armand Bakewell Arm**. A mining camp is on the S shore of Wilson Arm about 3.5 miles from the entrance. A floating pier is at the camp, and a private mooring buoy is NE of the camp.

Princess Bay, to the W of Smeaton Island, is open and exposed to the S. Deep water extends close to the shores, and depths in the bay are too great for anchorage. **Short Pass**, between the N end of Smeaton Island and **Wasp Point**, has a depth of 11 fathoms.

A private mooring buoy is about 0.8 mile NNW of Wasp Point. Small craft can find anchorage in the small bight in the W shore about 1 mile N of the S tip of **Sharp Point** (55°20.7'N., 131°01.4'W.) in 15 to 20 fathoms, hard bottom. This anchorage affords good protection from S and SE winds. Anchorage for small craft can be had in the bight to W of Sharp Point, depths ranging from 5 to 20 fathoms, hard bottom. In entering favor the W shore. Very small craft can find a land-locked anchorage in the bight on the W shore, about 1.5 miles SW of Sharp Point in 2 fathoms, soft bottom. This bight and the entrance are foul. Enter only on a rising tide with local knowledge, and use extreme caution.

Wasp Cove is on the W shore of Behm Canal, about 3 miles N of Smeaton Island. It affords anchorage for small craft in 5 to 7 fathoms, soft bottom, free from obstructions.

Shoalwater Pass is a narrow body of water that separates **Winstanley Island** from the mainland. The pass is divided into two separate anchorages, the N one being the better of the two, with depths of 5 to 33 fathoms, mud bottom. The S anchorage has depths of 12 to 27 fathoms, mud bottom. Small craft can pass through the narrows between the anchorages at high water. **Candle Island** is on the W side of the S entrance to the pass. A submerged rock with 3 feet over it is near the middle of the S entrance about 0.9 mile N of Candle Island. The bar at the N entrance has a depth of 9 feet and should not be crossed at low water except by small craft. A privately maintained mooring buoy is about 0.3 mile SW of the bar at the N entrance to the N anchorage. **Entrance Island**, which is fairly bold, may be passed on either hand in approaching the N entrance to Shoalwater Pass. Pass in midchannel between the highwater islet at the N end of Winstanley Island and **Slag Point**; then favor the mainland shore and proceed with caution until up with the wooded island on the Winstanley side of the channel. Leave this island to the W and select an anchorage S of it.

Checats Cove, on the E side of Behm Canal, is entered about 1.7 miles NNE of Winstanley Island between **Edith Point** on the N and **Checats Point** on the S. The cove affords anchorage for small vessels, protected from S winds, in about 8 to 10 fathoms, mud bottom, about 100 to 200 yards N of Checats Point. Strangers should select an anchorage at low water, as the flats extend for some distance and are then plainly visible. **New Eddystone Rock** (55°30.2'N., 130°56.2'W.), 20 miles above Point Sykes, is a remarkable shaft of rock, 230 feet high, rising from a sand shoal in the middle of the canal, with deep water surrounding it. It may be passed on either hand, keeping it at a distance of 0.5 mile to avoid the sand shoal. At the E extremity of the shoal is a small pinnacle rock that uncovers about 4 feet.

New Eddystone Islands are a group of islets and rocks, some of which cover; they extend for about 1.2 miles offshore NE of New Eddystone Rock. Small craft with local knowledge pass among these islands, but strangers should keep to W of them.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Oct. 24/09
Corrected through LNM Oct. 13/09

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection

Scale 1:80,000 at Lat 55° 20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwani I., AK	KZZ-89	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Duke I., AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.245' southward and 6.108' westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705. (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radar tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Rudyerd Bay	(55°38' N/130°39' W)	15.7	14.8	1.5

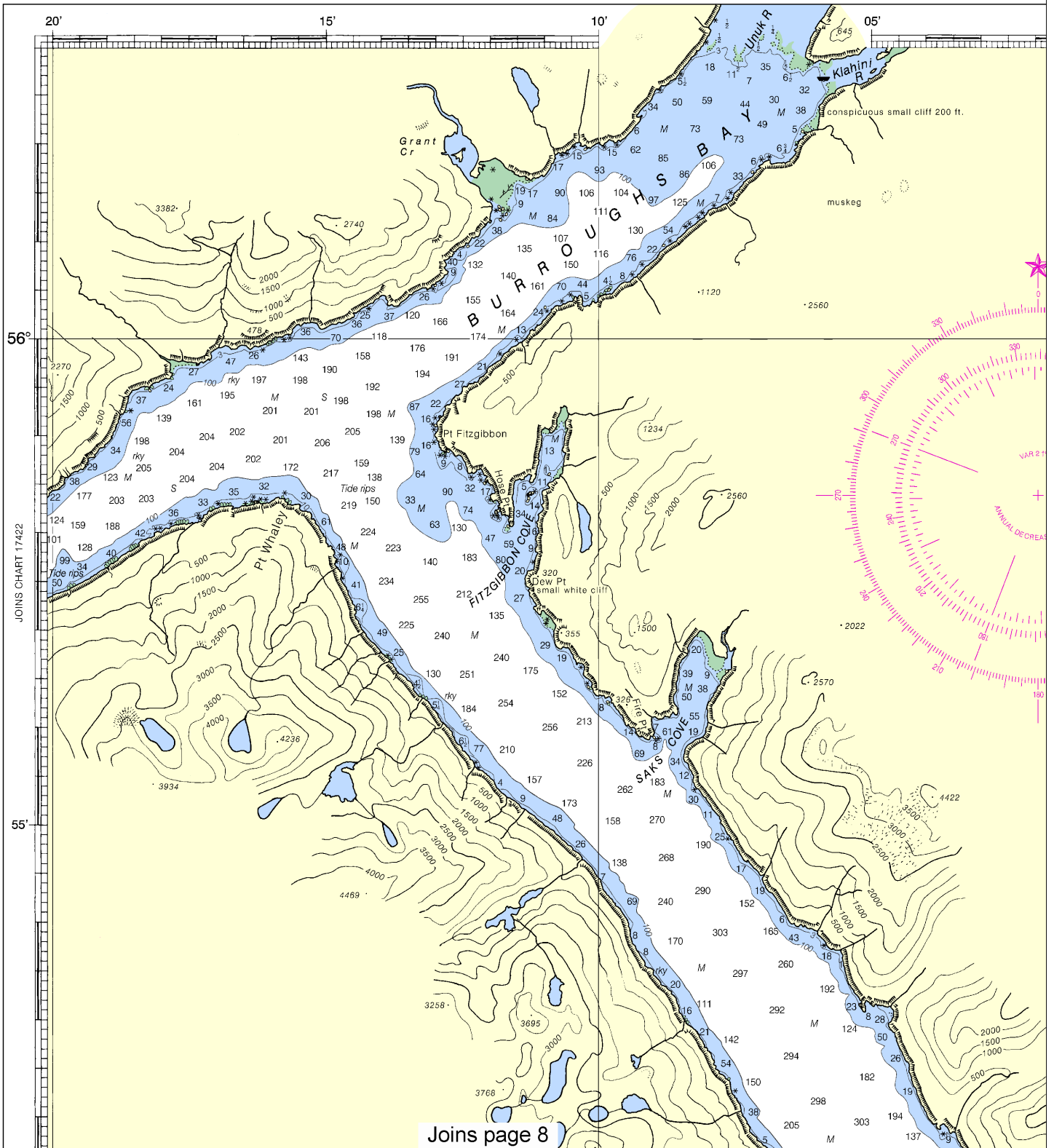
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Sep 2009)

SOUNDINGS IN FATHOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17424

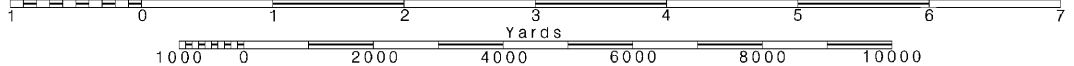


Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

4

131°

55'

50'

45'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES ALASKA - SOUTHEAST COAST EASTERN PART OF BEHM CANAL

Mercator Projection
Scale 1:80,000 at Lat 55° 20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

COLREGS, 80.1705. (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
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TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings		
		Mean Higher High Water	Mean High Water	Low Water
Rudyerd Bay	(55°38' N/130°39' W)	feet 15.7	feet 14.8	

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Sep 2009)

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B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
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		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
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Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

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(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
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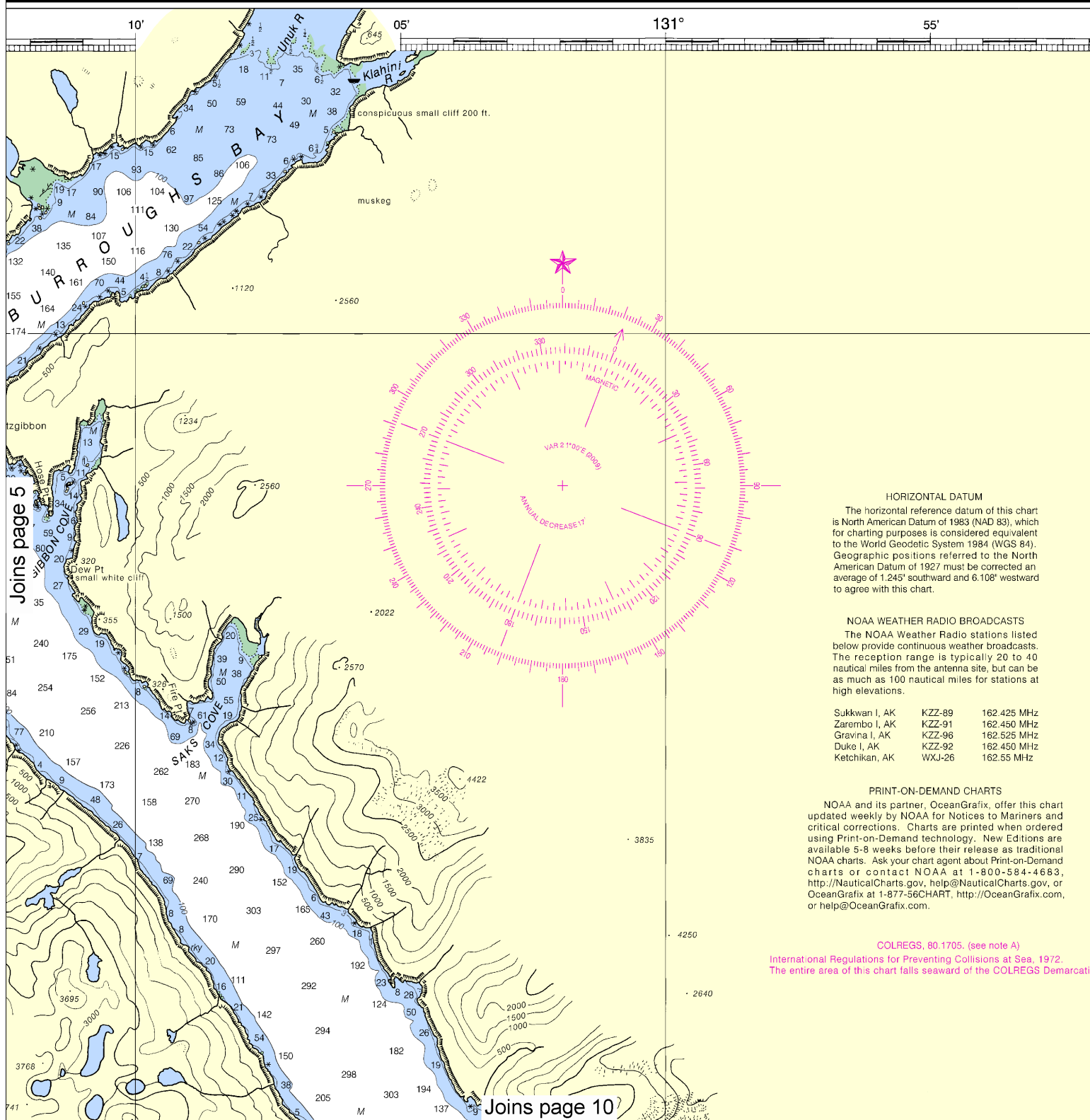
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Joins page 9

Joins page 6

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Formerly C&GS 8078, 1st Ed., Mar. 1934 H-1933-396 KAPP 2737



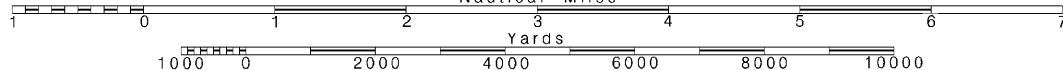
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



50'

45'

40'



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UNITED STATES
ALASKA - SOUTHEAST COAST
EASTERN PART OF
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The land is generally heavily wooded. The woods decrease in density with the elevation. **Joins page 11**

56°

55°

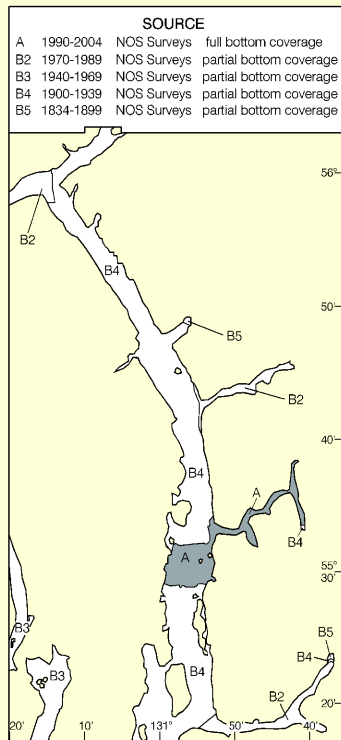
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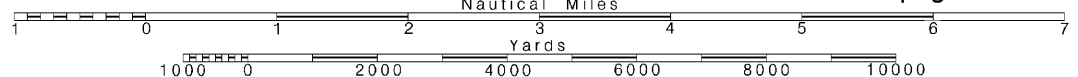
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Nautical Miles

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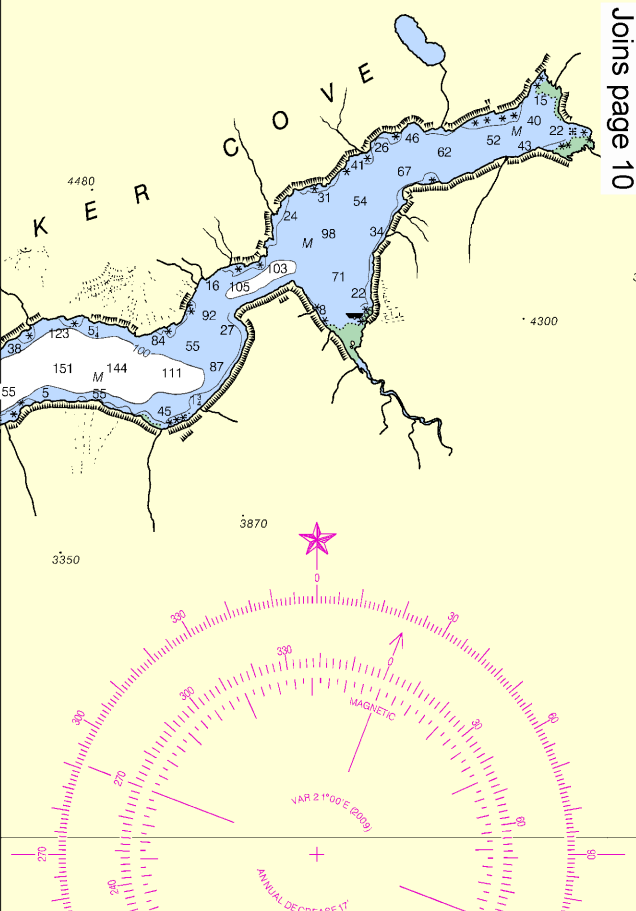
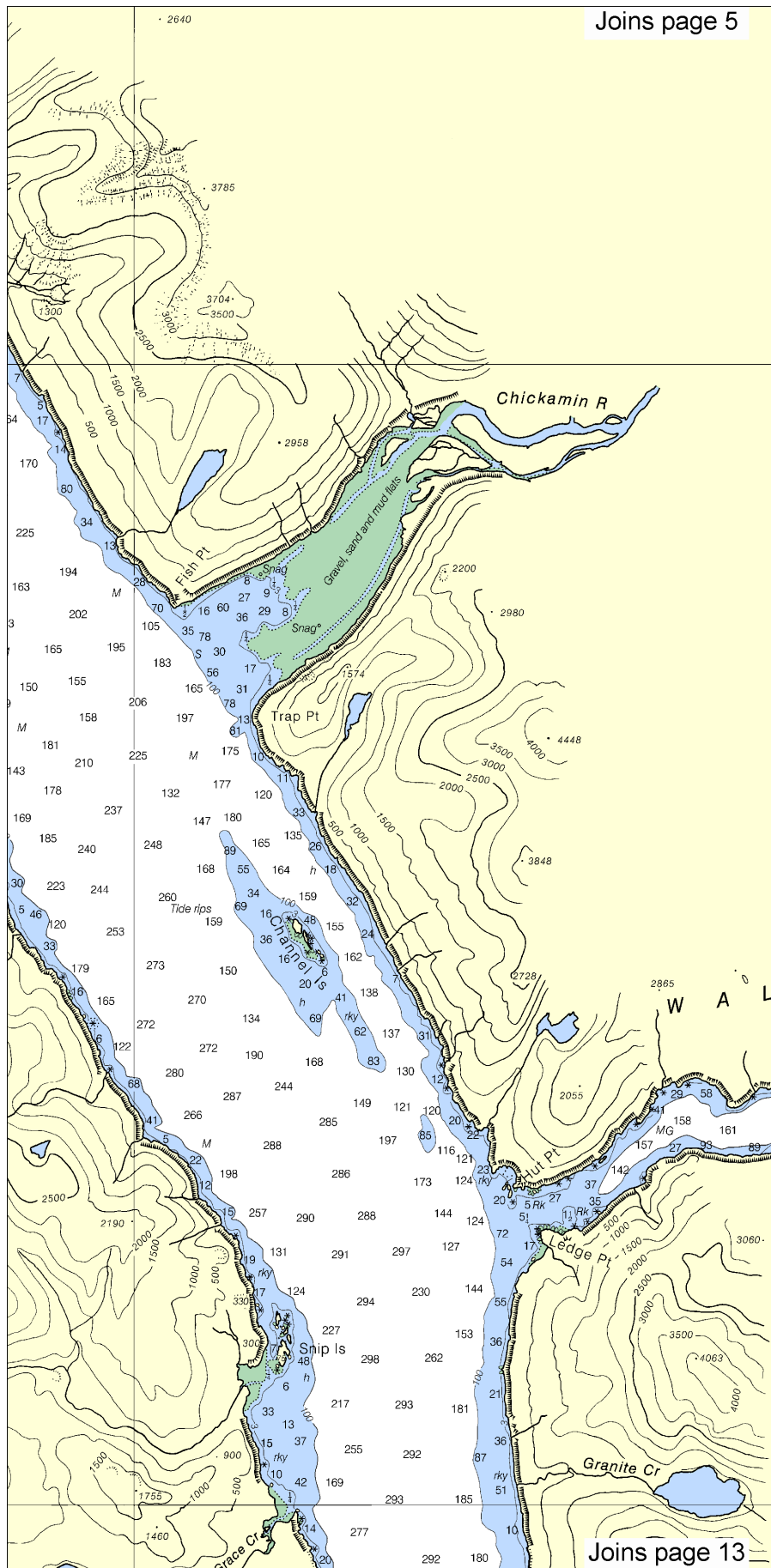
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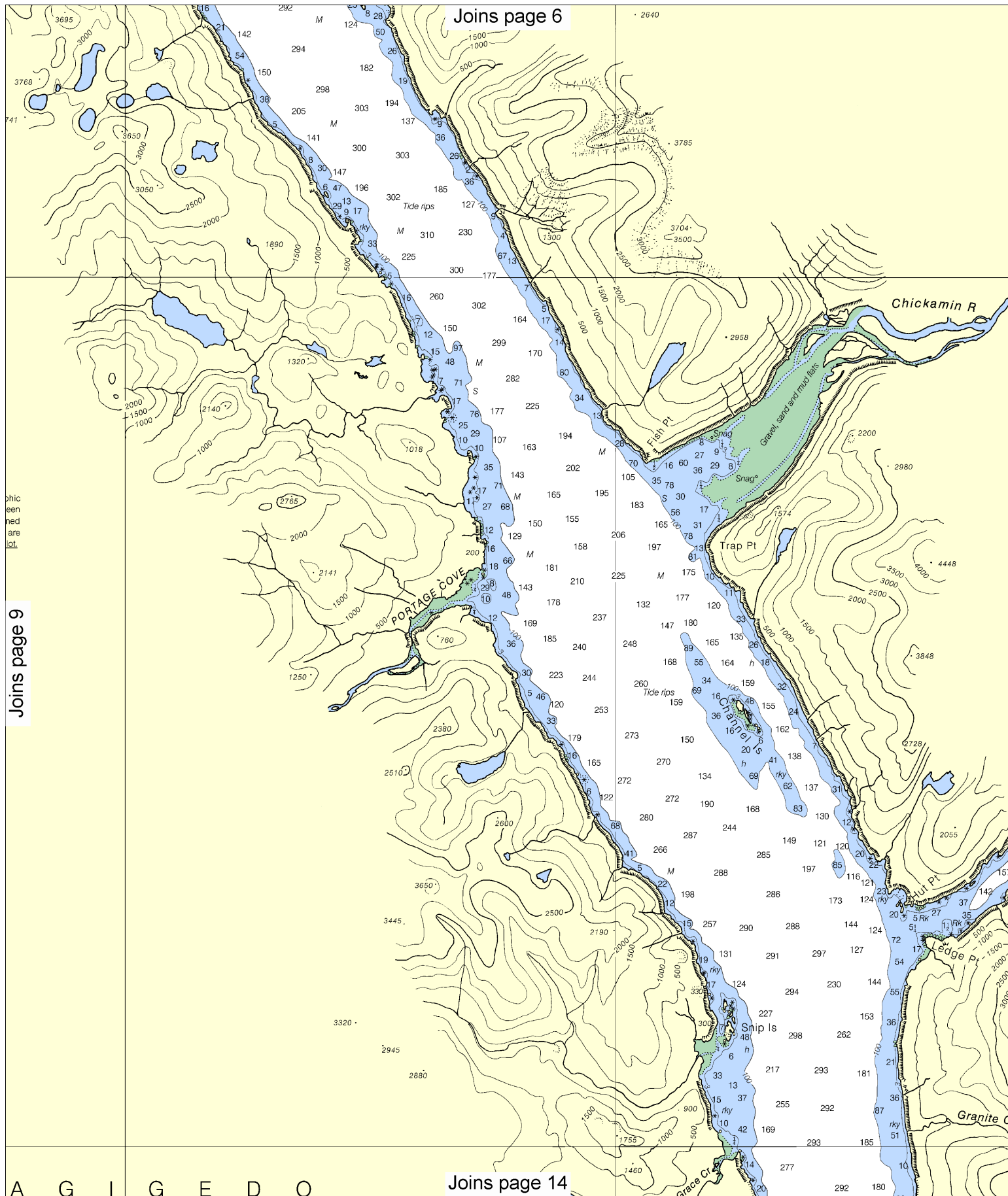
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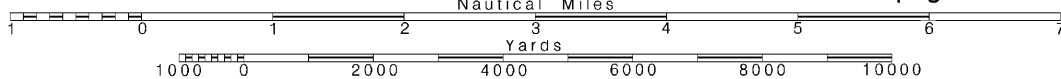
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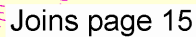
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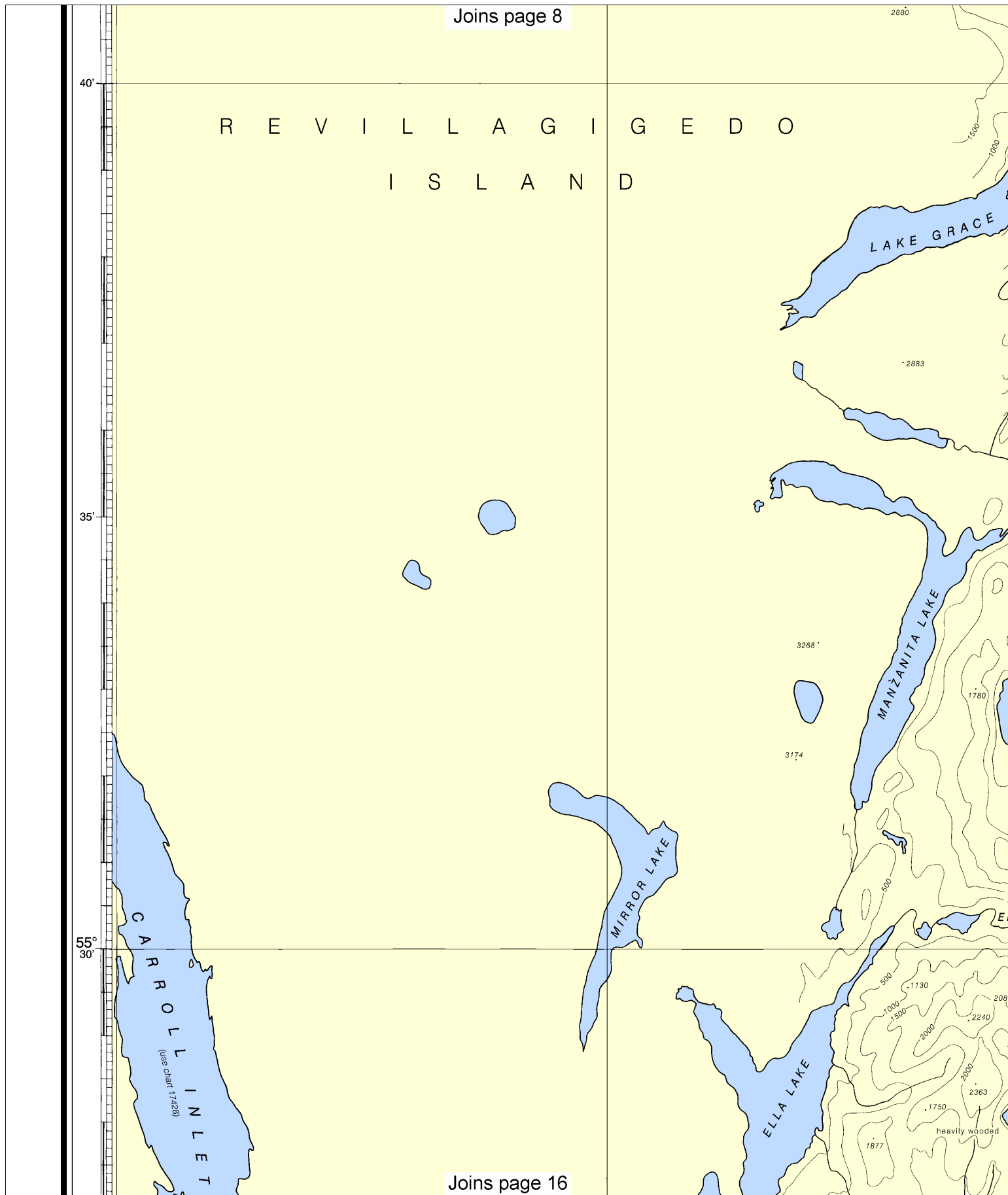
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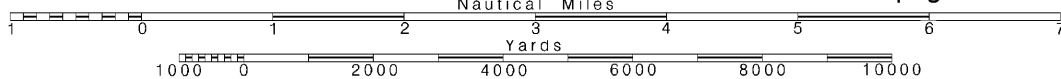
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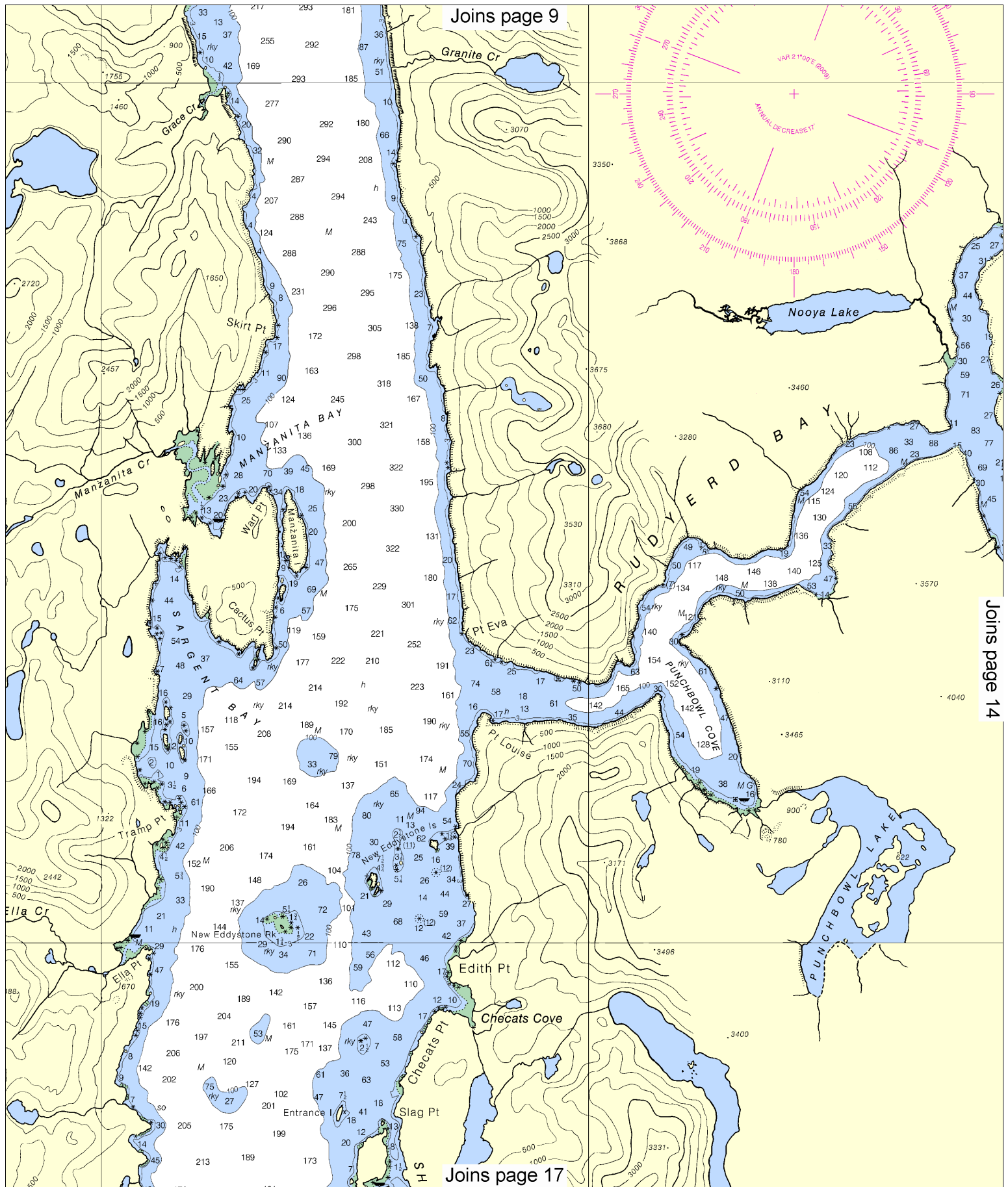
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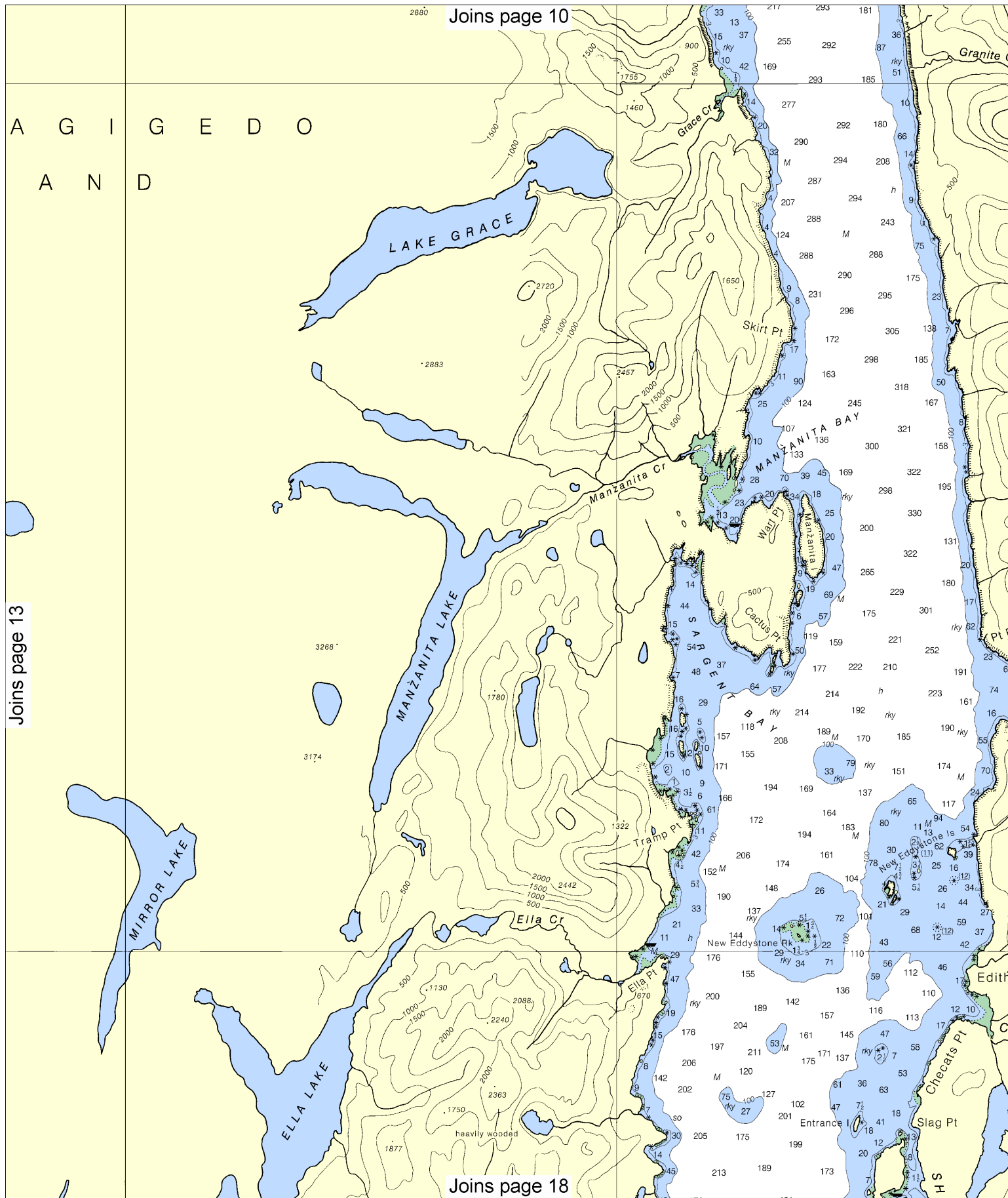
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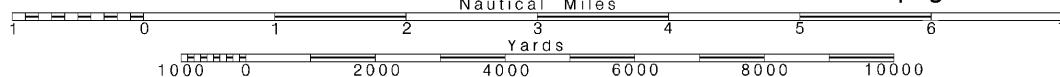
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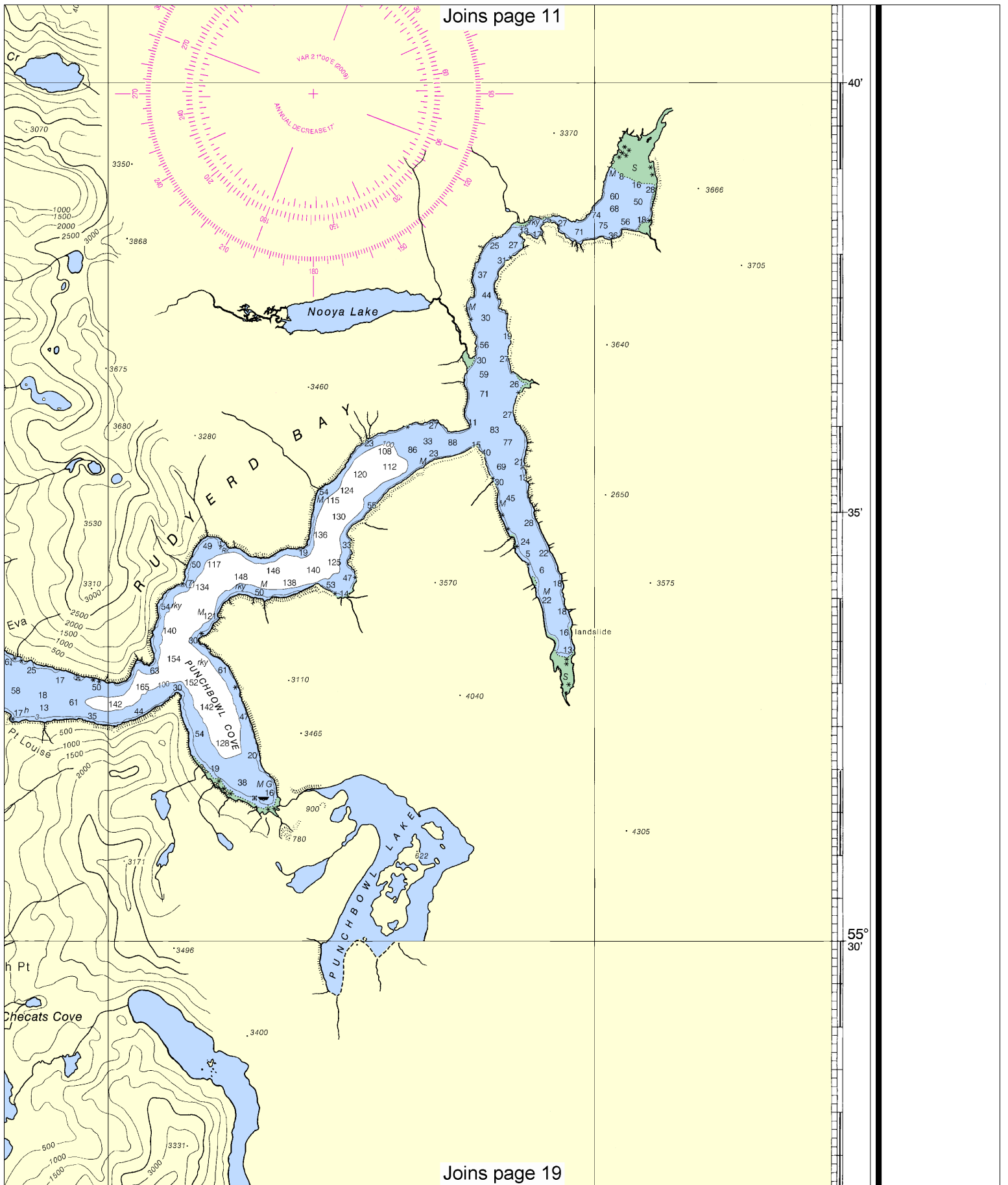
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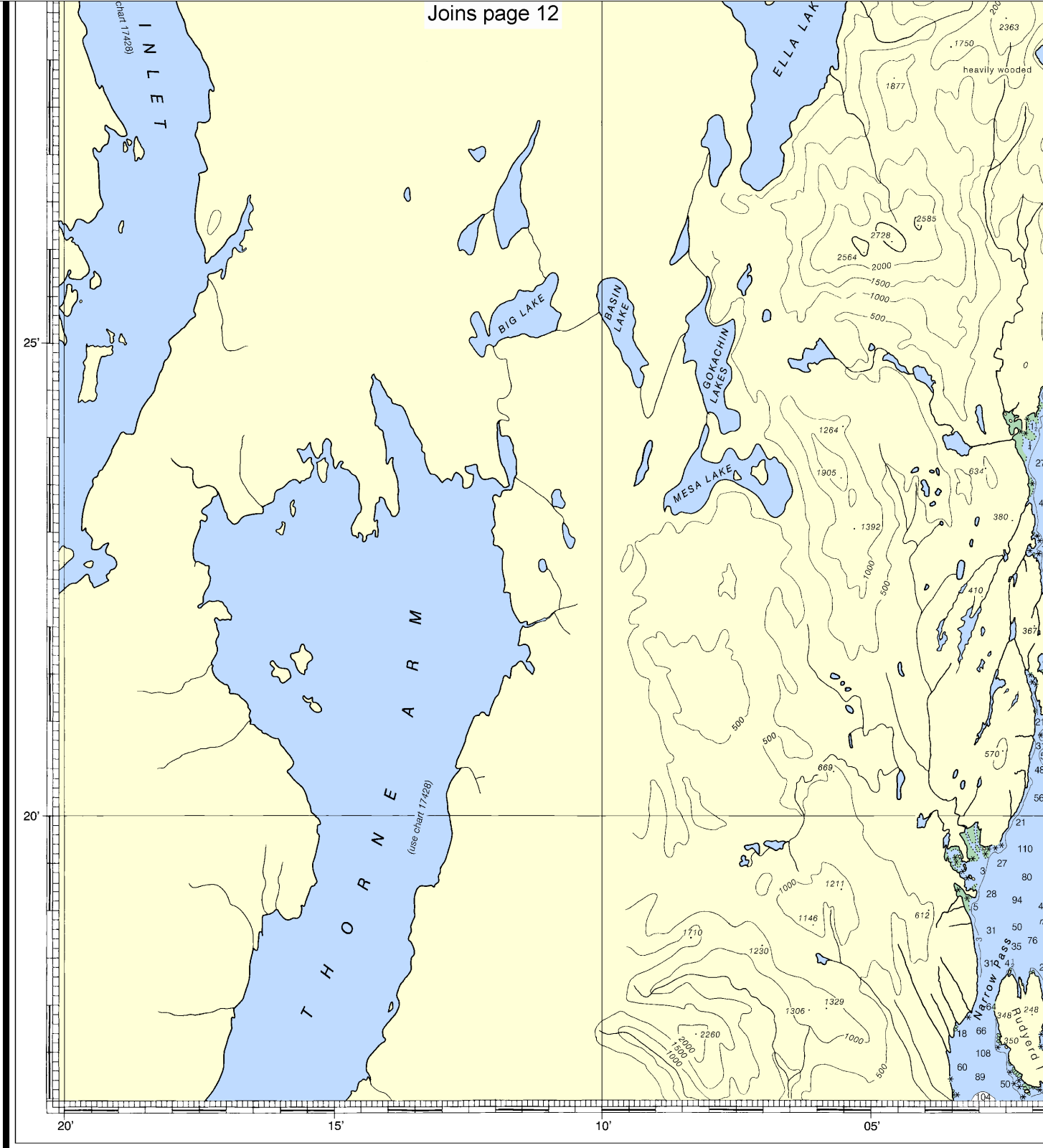
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Joins page 11



Joins page 19



9th Ed., Oct./09 ■ Corrected through NM Oct. 24/09
Corrected through LNM Oct. 13/09

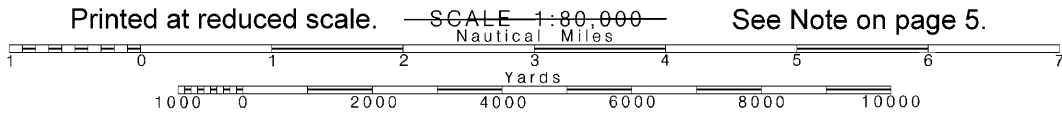
17424

CAUTION

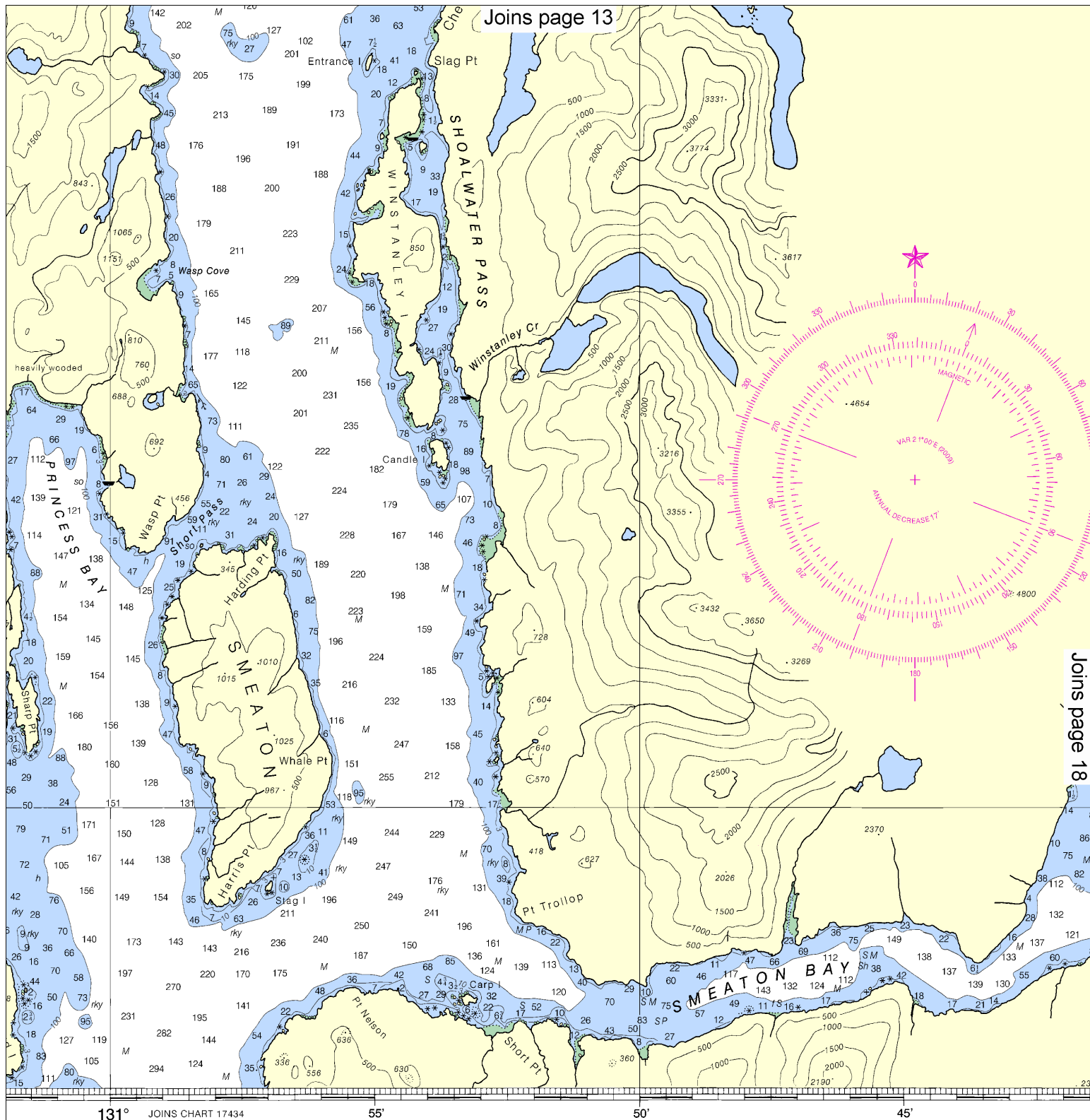
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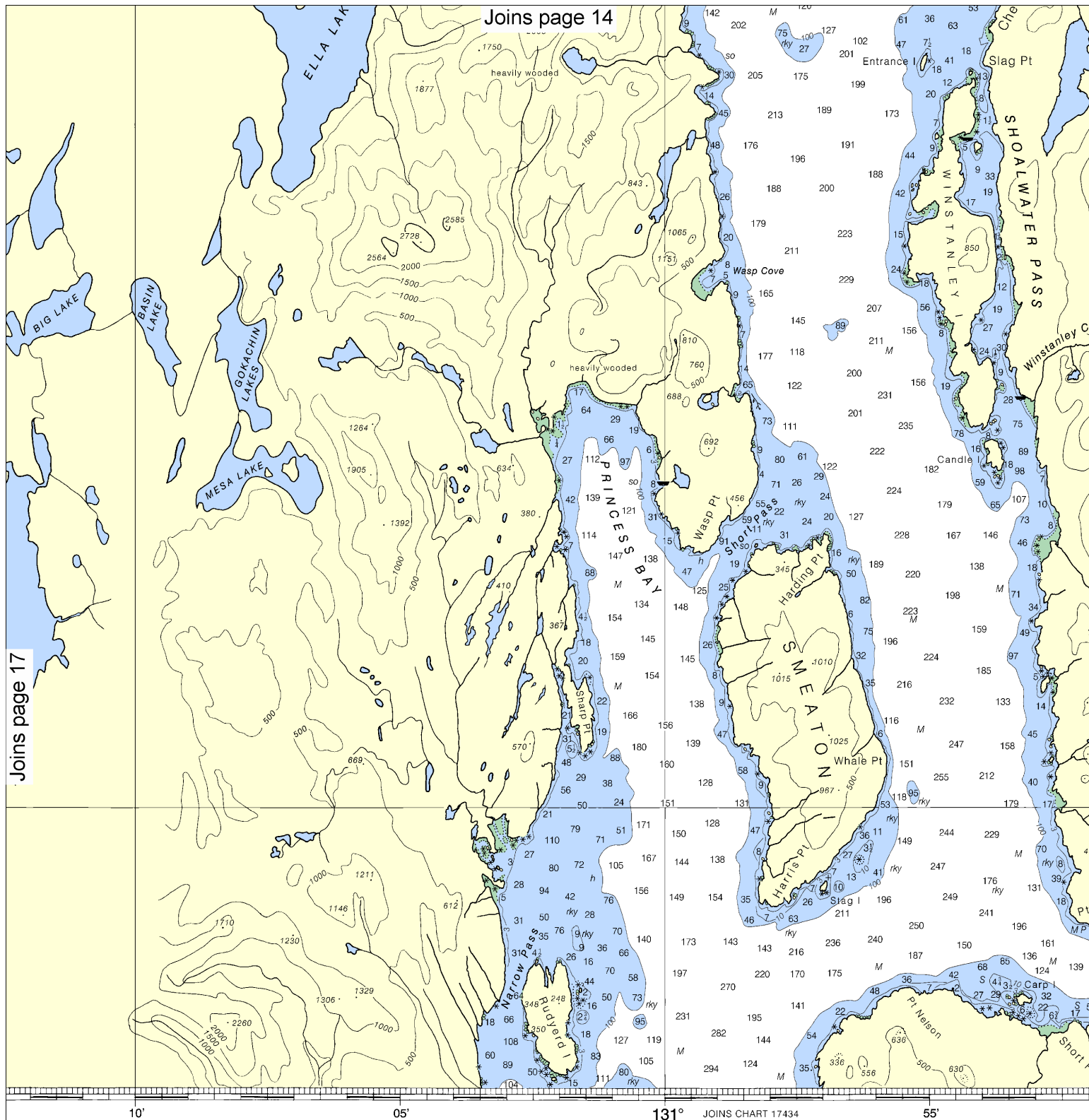
16

Note: Chart grid lines are aligned with true north.



See Note on page 5.





CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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NATIONAL OCEAN SERVICE
COAST SURVEY

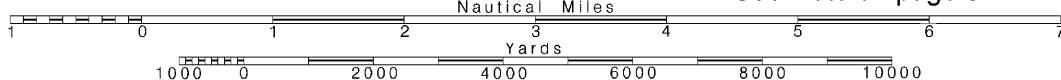
18

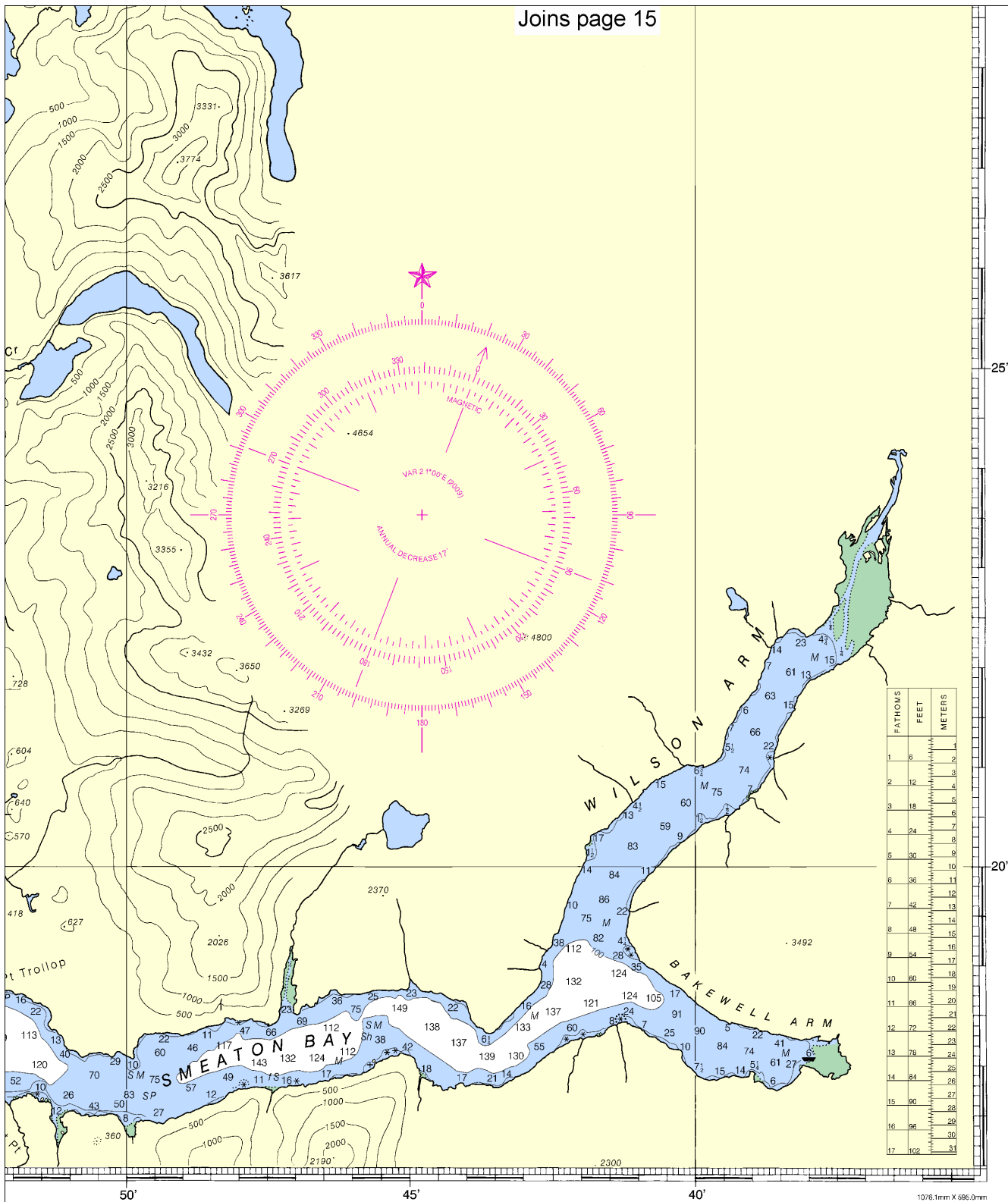
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





25'

20'

FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7



ED NO. 9



NSN 7642014011395
NGA REFERENCE NO. 17BC017424

SOUNDINGS IN FATHOMS

Eastern Part of Behm Canal
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17424



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker